

The Hong Kong Daily Press.

No. 7115 號五十一七第

日三月八日辰庚光

HONGKONG, MONDAY, SEPTEMBER 27TH, 1880.

壹拜禮 號七十二月九英 香港

[PRICE \$2 PER MONTH.]

SHIPPING.

ARRIVALS.

September 25, ESMERALDA, British str., 355, Talbot, Manila, 21st September, General—RUSSELL & Co.

September 25, YANGTZE, British str., 722, Schultze, Canton 24th September, General—SIESENSEN & Co.

September 25, WILLIAM TURNER, British str., 451, Vandervord, Newchwang 8th September, Boats—CHINESE.

September 25, PALADIN, British str., 897, Parker, Shanghai 21st September, General—C. M. S. N. Co.

September 25, CHINHIAN, British str., 799, S. M. Orr, Shanghai 22nd September, General—SIESENSEN & Co.

September 25, SINHE, French str., 2,090, Lequern, Marseilles 22nd August, Naples 24th, Port Said 28th, Suez 29th, Aden 4th September, Galle 13th, Singapore 18th, and Saigon 23rd, Mails and General—MESSAGERIES MARITIMES.

September 25, HAKOS ABELSTEN, Norwegian str., 907, Bergen, Hamburg 1st August, General—SIESENSEN & Co.

September 25, BRUGGE, British str., 1,190, Webster, London 14th August, Port Said 27th, and Singapore 19th Sept., General—GIRL, LIVINGSTON & Co.

September 25, CHAP-CHUNG, Chinese gun-boat, from Canton.

September 25, 25, SHIMA MARU, Japanese str., 326, Habeshi, Yokohama 18th Sept., and Kobe 21st, General—MITSU BISHI MAIL STREAMSHIP Co.

September 26, GLENARVON, British str., 1,490, H. W. Auld, London 15th Aug., Port Said 28th, and September, General—JAHNTE, MATTHEW & Co.

September 25, HAINAN, American str., 285, Chau, Pakho 21st Sept., and Hoihoi 23rd, General—RUSSELL & Co.

RELIANCES AT THE HARBOURMASTER'S OFFICE, SEPTEMBER 26TH.

British steamer, for Swatow, via British steamer, for Yokohama and San Francisco.

Mayay, British steamer, for Shanghai.

Spanish steamer, for Amoy.

British bark, for Port Elizabeth.

Desdale, British ship, for London.

Gulliver, German steamer, for Hooch.

British steamer, for Shanghai.

DEPARTURES.

September 25, IRON DURE, ironclad frigate, for Nagasaki.

September 25, PELO, French steamer, for Saigon and Macteles.

September 25, BOMBAT, British steamer, for Shanghai.

September 25, CEYLON, American bark, for Manila.

September 25, GABRIEL, British steamer, for San Francisco.

September 25, VOTTO, British steamer, for Swatow.

September 25, CHINIAN, British steamer, for Canton.

September 25, RAPHAEL, American bark, for New York.

September 26, CAROLINE, German schooner, for Macassar.

September 25, MENZELIN, French steamer, for Yokohama.

September 25, PALADIN, British steamer, for Canton.

September 25, HAINAN, American steamer, for Macao.

PASSENGERS ARRIVED.

September 25, Mr. and Mrs. Trowell, 20 Chinese, from Marseilles, 20 Chinese, from Shantou, 20 Chinese, from Macao, and 20 Chinese, from Siam.

September 25, Mr. and Mrs. Wilson, 20 Chinese, from Siam.

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NOW ON SALE
THE CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, &c.
FOR 1890,
With which is incorporated "THE CHINA
DIRECTORY".

This Work, the ONLY one of the kind in China
or Japan, is now in the
EIGHTEENTH YEAR.

It has been compiled from the Most AUTHEN-
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render it THOROUGHLY RELIABLE, both as a
Director and as a Work of Reference on Com-
mercial Matters.

Various additions have been made, tending to
render the Work still more valuable for re-
ference. The descriptions of each Port have
been carefully revised, and the trade statistics
brought down to the latest date obtainable.

Orders for Copies may be sent to the Daily
Press Office, where it is published, or to the
following Agents:—

MACAO Messrs. A. de Mello & Co.
SWATOW Messrs. Campbell & Co.
AMOY Messrs. Wilson, Nicholls & Co.
FORMOSA Messrs. Wilson, Nicholls & Co.
FOOCHEW Messrs. Higginson & Co.
NINGPO Messrs. Kelly & Walsh, S'gman.
SHANGHAI Messrs. Hall & Holt.
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Daily Press Office, 15th January, 1890.

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING
CHEMISTS.
By Appointment to His Excellency the Governor
and his Royal Highness the Duke of EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRIES,
AND
AERATED WATER MAKERS,
SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of all Orders, it is particularly requested that all business communications be addressed to the Firm, A. S. Watson and Co., or

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NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

All letters for publication should be written on one side of the paper only.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

Advertisements which are not ordered for a fixed period will be continued until countermanded.

The Daily Press.

HONGKONG, SEPTEMBER 27TH, 1890.

We note, by the papers which arrived by the mail, that the Borneo Cession has again been made the subject of interrogation in the House of Commons. The Under-Secretary of State for Foreign Affairs, in reply to a question by Mr. Werewall on the 10th August, said the application for a trading charter by the North Borneo Company was still under consideration, and no final decision had yet been come to. The matter is no doubt regarded as of trifling importance by the Foreign Office, but it is one nevertheless that should receive its fair share of attention. The interests of British commerce are, perhaps, in the eyes of the Gladstone Administration, of little moment in comparison with the exertions of the "unpleasant Turk," but we cannot forget—and regret that it should be for one moment forgotten by British officials—that to the establishment of trading companies similar to the one promoted by Messrs. Dent and Overbeck, the present greatness and glory of the British Empire are largely due. It was a British trading company that won our Indian Empire; it was a trading company that planted English rule across the northern part of British America. It was as trading stations that numbers of our colonies were acquired, and as such they are maintained. The acquisition, by peaceful means, of a new empire in the great island of Borneo, with two of the finest harbours in the world, should not be treated with indifference. If the small island of Labuan was worth annexation, how much better worth occupation is the magnificent domain secured by the North Borneo Company? Rich in natural resources of all kinds, with the most fertile of soils, the finest facilities for water carriage, and possessing a tractable population, eager to welcome and ready to embrace European rule, there would seem to be little difficulty in the way of a satisfactory reply being given to the application for a charter by the Company. It is urged by some persons that to do so would be to extend the responsibilities of the British Government, already so onerous, and possibly involve them in some dispute with other nations claiming rights in that part of the world. Apart, however, from the fact that it is the duty of a British Government to face legitimate responsibility, and not to shirk the acceptance of new duties rendered necessary to support the credit and extend the power of the Empire, the possession of the harbour of Sandakan has been pronounced by a competent naval authority as a most desirable station for rendezvous by the British Squadron in the China Waters. New outlets are, moreover, required for British industry and the employment of British capital, and for the formation of new markets for the produce of Birmingham, Lancashire, and Yorkshire. We trust, therefore, that the Imperial Government will lose no more time in neglecting to consider the proposals of the North Borneo Company, but that they will grant the required charter, and enable the enterprising founders of the scheme to proceed with its development. There need be little difficulty in the matter, and no increment in the expense of the naval squadron in these waters, which could just as readily look after the new territory as after Labuan alone. The success of the settlement of Sarawak also affords another proof of the ease with which European rule can be established in Borneo and the advantages derived from it by the natives. The arguments in favour of granting the desired charter are so many and obvious that it is difficult to understand why the Foreign Office requires so much time for deliberation.

The delivery of the French mail was begun at 6.50 a.m. on Saturday.

The ironclad first Iron Duke, 4, Captain H. F. Cleveland, left here on Saturday morning at half-past five o'clock for Nagasaki.

The Agents (Messrs. Jardine, Matheson & Co.) inform us that the steamer *Moray* of Singapore for that port on Saturday, the 25th instant.

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The following were the vessels on the berth at home, for Hongkong, on the departure of the last mail, on Saturday, 26th August:—
American Gunboat, *Decatur*, 1000 tons.
Chinese Gunboat, *Decatur*, 1000 tons.
Brassey's Castle, and *Tenor*. Sailing vessel, *Wyo.* At Liverpool.—Stearns' *Admiral* and *Oreto*.

The latest *Mitchell's Maritime Register* says that the *Decatur* is now in the neighbourhood of Macao, having been sent to the port of Macao, and for several months past in the shipwrights' hands at Chatham; will not be fitted up as a flagship, as was originally intended, and when she is to be completed will fit her in the ordinary way."

Referring to the only brother of the late Hon. Charles May, a home paper says:—"The obituary of last week contained the name of Mr. Edward May, the chief clerk to the Commissioners of Police at Sandakan Yard, who had been for years in the service. It is said that he came in from 'his garden,' not feeling very well, pulled down the blinds of his room, rang the bell, and told his wife to fetch his coat. He died in his bed, and it is believed that he expired in his sleep. The cause of death is not known."—*Advertiser* (London).

The British steamer *Twiss*, Captain Nesbit, arrived at Sandakan on the 14th inst., and proceeded up the river to be fitted with saw engines, boiler, &c. The vessel is well known in China, as is also the captain, and it is very probable she will resume her China trade when fitted.

From a table of meteorological observations taken at the Government Lookout Hospital and published in Saturday's *Gazette*, it appears that 1.61 inches of rain fell in August as compared with 13.00 inches in the corresponding month of 1879 and 15.05 inches in August, 1878.

The steamship *Zarina*, Captain Canow, which arrived here yesterday from Pathein and Holloway, reports leaving the latter place on the 25th instant, bound for the Chinese Islands. *Zarina* is 1000 tons. *Zarina* is bound for Macao, and is being steamed from the S.E. At noon had S.W. winds, and equally warm and lightning. At 4 p.m. the weather appeared very threatening. At mid-night there was a heavy sea on from the N.W. to S.E., and the wind strong from the N.W. On the 24th at 11 p.m., the barometer was 29.49 millibars, when almost of the Paracels, wind strong from the W. At 4 a.m. a barometer reading of 29.60 millibars was obtained, and it is believed that the cause of the fall was the approach of a low pressure system. The wind was still, and the barometer was 29.45 millibars. During the day and night the barometer rose to 29.93 millibars, and at 9 a.m. on the 25th it was standing at 30.03.

The following were the current rates of freight for vessels on the berths in the department of the East, as of Saturday, 26th August:—
For Government stores:—
To Hongkong or Shanghai, £1.10/- per cwt.
To Macao, £1.00/- per cwt.
To Foochow, £1.00/- per cwt.
To Ningpo, £1.00/- per cwt.
To Shantung, £1.00/- per cwt.
To Shanghai, £1.00/- per cwt.

The French mail steamer *Sindu* reports that, on the 23rd instant at noon had S.W. winds, and equally warm and lightning. At 4 p.m. the wind dropped suddenly, and then came on from the N.W. At 22.55, 29.45 millibars. At 5 p.m., passed New Chow, barometer steady but weather appeared threatening. By 5.30 p.m. the wind increased to gales, and the weather looked black, especially at sun-down, here up for shelter under New Chow:—barometer 29.45 millibars. At 7 p.m. the wind dropped to a gale. At 8 p.m. the barometer was 29.45 millibars. During the day and night the barometer rose to 29.93 millibars, and at 9 a.m. on the 25th it was standing at 30.03.

The following were the current rates of freight for ships on the berths in the department of the East, as of Saturday, 26th August:—
To China, £1.10/- per cwt.
To Macao, £1.00/- per cwt.
To Foochow, £1.00/- per cwt.
To Ningpo, £1.00/- per cwt.
To Shantung, £1.00/- per cwt.
To Shanghai, £1.00/- per cwt.

The Chinese have got a subsidy from the Hawaiian Government for their steamer *Sindu* to Macao, and are to be paid £1000 per month.

The British steamer *Twiss*, Captain Nesbit, arrived at Sandakan on the 14th inst., and proceeded up the river to be fitted with saw engines, boiler, &c. The vessel is well known in China, as is also the captain, and it is very probable she will resume her China trade when fitted.

The latest *Mitchell's Maritime Register* says that the *Decatur* is now in the neighbourhood of Macao, having been sent to the port of Macao, and for several months past in the shipwrights' hands at Chatham; will not be fitted up as a flagship, as was originally intended, and when she is to be completed will fit her in the ordinary way."

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The British

COMMERCIAL INTELLIGENCE.

SATURDAY, 25th September.

SUN FIRE OFFICE.
The Undersigned are prepared to Grant Policies against Fire to the extent of \$50,000 on First-Class Risks.
A Discount of Twenty per cent. (20%) upon the Current Local Rates of Premium will be allowed upon Insurances effected with this Office.

LINSTEAD & CO., Agents Sun Fire Office.

Hongkong, 1st June, 1879.

NOTICE.

The Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBERG & CO.

Hongkong, 4th September, 1879.

RECORD OF AMERICAN AND FOREIGN SHIPPING.

Agents.

ARNHOLD, KARBERG & CO.

Hongkong, 4th September, 1879.

THE ON TAI INSURANCE COMPANY (LIMITED).

DIRECTORS.

LIAO SING, of the Lai Hing Firm.

WONG YIK PUN, of the Chun Cheong Wing.

Hongkong, 14th October, 1879.

SHARES.

Hongkong and Shanghai Bank Shares—62 per cent. premium.

Union Insurance Society of Canton—\$1,500 per share.

China Traders' Insurance Company's Shares—\$1,000 per share.

North China Insurance—The 1,075 per share.

Yantze River Insurance Association—Tls. 730 per share.

Chinese Insurance Company—\$200 per share.

On Tai Insurance Company, Limited—Tls. 188 per share.

Hongkong Fire Insurance Company's Shares—\$885 per share.

China Fire Insurance Company's Shares—\$250 per share.

Hongkong and Whampoa Dock Company's Shares—5 per cent. premium.

Cantonese Dock Company—Par (nominal).

Hongkong, Canton, and Macao Steamboat Co.'s Shares—\$20 per share premium.

Shanghai Steam Navigation Company—Tls. 3 per cent. premium.

China Coast Steam Navigation Company—Tls. 105 per share.

Bengkow Gun Company's Shares—\$80 per share.

Hongkong Hotel Company's Shares—\$65 per share.

China Sugar Refining Company, Limited—\$176 per share.

China Sugar Refining Company (Debentures)—3 per cent. premium.

China Imperial Loan of 1874—(Nominal).

China Financial Loan of 1877—(Nominal).

Salves Reserved by CHINESE.

White Wax—10 pieces, at \$83.50, by Wing Lee Ching to travelling trader.

Fauji—15 bags, at \$17.00, by Wing Lee Ching to travelling trader.

Vermicilli—50 bags, at \$7.00, by Iai Fung Shun to travelling trader.

Dried Fish—Flowers—20 bags, at \$3.00, by Kwei Wu Chang to travelling trader.

White Pepper—15 bags, at \$15.00, by Kwei Wu to local trader.

Rattans—400 pieces, at \$2.42, by Hoy Hung to local trader.

HONGKONG TEMPERATURE.

TEN MINUTE ALTIMETER & CO. INVENTED.

September 1879.

No. 104.

Temperature—1.85°.

Barometer—4.85°.

Dew-point—4.85°.

Humidity—4.85%.

Dew-point—4.85%.

Humidity—4.85%.

EXTRACTS.

BALLADE OF THE LAST OF THE GENTLEMEN,
SYMPATHETICALLY INSCRIBED TO LORD STANLEY
OF ALDERNEY.

In a vision an Elsie forlorn,
Beheld, on an isle of the West;
And his wif and his son were born;
And he sailed, as he boat on his breast;
My people are now dispersed;
They are vanquished, and nobody care;
They have passed to the lands of the Dead;
They have gone with the Rabbits and Hares;
Oh, why is a gentleman born,
With a title, name, and a crest;
When the Hare is regarded with scorn;
And the Rabbit is voted a pest;
By the Lothian farmer oppressed;
With his ferret, his gun, and his snare;
But my father have had their quare;
They have gone with the Rabbits and Hares;
Ah, woe for the clever and base;
That the Rabbit was wont to infest;
Ah, woe for my youth in its noon;
When the farmer regardeth my bane;
Happy day! like a wandering guest
Ye have fel, ye are sped unawares;
And the pheasants are chopped in the nest—
They have gone with the Rabbits and Hares!

ENGLISH.

Prince, weep for a country distressed.
By a Hare that dreadfully haire;
For your hounds have passed to their rest—
They have gone with the Rabbits and Hares!
Fall Mall Gestis.

MR. MATTHEW ARNOLD ON HERRICK'S POETRY.

There is not a sunnier book in the world than the *Herrickians*. To open it is to enter a rich garden on a summer afternoon, and to smell the perfume of a wealth of flowers, and warm herbs, and ripening fruits. The poet sings, in short flights of song, of all that makes life gay and luxuriant; of the freshness of dewy field; of the fecundity and heat of harvest; of the odour and quietude of an autumn orchard. All the innocent pastimes of the people find a laureate in him; his muse discloses no circumstance of rural holiday, and is more than ready to accompany him to country wakes and maces, to the riot of the hayfield and the corn-pole, to the village bridal, and the crowning of the hock cart. She presides with him at the mixing of a wedding cake or of a spicy wassail bowl, and lends her presence to the celebration of the marriage of the "merry-maids" of the court. She is the author of many a ditty of "Lymousine," small cock-bouts, indeed, to face the Northern seas, but doubtless of tough oak and sound workmanship. In addition to salt provisions for twelve months, "tunes of bear," "aquare" and the like there were taken much instruments as a great one of brass "named Armilla," a state named Babstotta," and a "geographicus and castell knowledge." The "satellitum" might have been, by chance, the very one Nicolas of Lyra carried with him into the frozen regions when he discovered the sign of Perseus, northwards. Under Closius, indeed, the beard of the king was an object of peculiar veneration, and, indeed, every individual was more or less sonorous regarding his beard. It is related that, after the great battle of Tolbua, Cleopatra sent a delegation to the defeated Alaric requesting him to come and touch the victor's beard as a token of alliance. Far from accepting the invitation in the spirit in which it was offered, the enraged King of the Huns seized the Frankish emissaries by their beards, and pulled them out of the room by their reverred locks. The unfortunate envoys returned, rather crestfallen, to Cleopatra, narrated what had happened, and swore on their beards to avenge the affront. In subsequent reigns the beard was the object of numerous encroachments, and the fashion of wearing it was changed so frequently—sometimes it was worn long, sometimes close-clipped, now peaked, now plaited, or even decorated with pearls or gold trinkets. Even in the sacred atmosphere of Rome itself beards were the objects of considerable discussion. Different Popes laid down different rules on the subject. One Pontiff enacted that no beards were to be worn; another as stringently directed that the razor was never to be applied to the chin. Saint Clement of Alexandria, Cyprian, Jerome, and Chrysostom engaged in vehement controversies about the mode of wearing the hair about the face in the 14th century. In France the final triumph of beards dates from the Renaissance, when the example set by the great artists, who largely indulged in these appendages, was closely followed by the sovereign and other magnates of the land. Under Henry III, when Charles the mole, the moustache became very popular, and the nose was circumstantial in describing his Arcadia, that it seems to us, while we listen to him, that we have lived there all our lives.—The English Poet, by Matthew Arnold.

SWISS HEROES OF THE BASTILLE.

A Geneva correspondent writes under date July 21st—"A few days ago the *Léman*, a paper published at Thonon, on the French side of the lake, laid a paragraph to the effect that Thonon is the only arrondissement of France among whose inhabitants are to be found direct descendants of the takers of the Bastille; Commandant Dupas and Madame Ernest Duboulez, wife of Dupas, being the son and daughter of Lieutenant-General Dupas, who at the time of the capture was a sergeant in the French Guards and formed a part of the attacking force. There are also living in the same neighbourhood several great nephews of General Count Hulin, Governor of Paris in 1812, in whose arms the unfortunate De Launay was massacred, notwithstanding the efforts of Hulin to save him. Concerning this man, who subsequently played an important part in the history of the Consulate and the Empire (he was President of the tribunal which condemned the Duke d'Enghien to death, and Governor of Paris at the time of the conspiracy of Malet), while he had his jaw broken by a pistol-shot, a writer in the *Journal de Genève* relates some interesting particulars. Hulin, it says, was born at Geneva, in 1758, where when a boy he sold lemons and afterwards became a journeyman watchmaker. This of that calling, not succeeding in it, he went to Paris about the year 1780, where his fine physique attracted the notice of the Marquis de Conflans, by whom he was engaged as chamberlain. He was present at the attack on the Bastille in the first instance merely as a spectator, but seeing that the besiegers were likely to be defeated he put himself at the head of a number of them and was the first man to penetrate into the interior. To him and his band it was that De Launay, with his little garrison of Swiss and pensioners, surrendered on condition of their lives being spared. Hulin undertook to escort the Governor to the Hotel de Ville, and he had conducted him safely as far as the Place de Grève when both were attacked by the crowd, and De Launay was torn from the grasp of his protectors and cruelly murdered. After this event Hulin was made a general of the National Guard, but possessing prudence as well as courage he remained in obscurity until after the 9th Thermidor, when he became one of Bonaparte's most devoted and, it is greatly to be feared, most unscrupulous followers, and was rewarded for his services by place, power, and high military rank. He often talked in after life of his connection with the trial of the Duke d'Enghien. He had the blame of the unfortunate Prince's judicial murder entirely on Savary—the Duke of Rovigo—while, as is well known, Savary laid the blame on Hulin. He died at Paris in 1841. It will thus be seen that the friends or descendants of Hulin contest the claim of Henri Irmingr of Zurich to have been the Swiss leader of the storming party of the Bastille and the first to enter it. In any case the part played by natives of Switzerland in the fall of the historic prison is not a little singular. The immediate cause of the insurrection which culminated in its capture was the indignation of the people at the dismissal of Necker, a native of Geneva, at the instance of Baron Brœuer and whether Hulin or Irmingr led the storming party it is extremely probable that had not either or both of them been there the attack might have failed. Although Geneva is claimed by the writer in the *Journal de Genève* as Hulin's birth-place the fact does not seem to be absolutely indisputable. According to the *Biographic Didot* and the *Dictionnaire de L. Larivière* he was born at Paris. The *Biographic Michaud* and the *Biographic Babe*, on the other hand, say that he first saw the light at Geneva. The sketch of his life in the *Biographic Babe* is, however, generally supposed to settle the question, for not only did it appear in Hulin's lifetime, but it contains internal evidence, especially as touching the Enghien trial, of having been either written by him or based on information by himself had furnished."

AN EARLY ARCTIC EXPEDITION.

On the 16th June, 1576, Master Martin Frobisher, a stout Yorkshireman born to sea, set out from Blackwall on a voyage to the north-west. The doughty mariners anchored for a while opposite Greenwich, and, having donned their best apparel of sky-coloured cloth, fired a salute in honour of the Virgin Queen, who graciously waved her hand from a widow in reply, and sent them a message on board of her "good-like" of their doing. The West in those days was a realm of dreams richer in colour than the gold of sunset, and the Englishmen of spirit longed for high achievement there, not to mention ore and spices such as the Spaniard sold so dearly. Sebastian Cabot had essayed the North-West Passage, some eighty years before, and had only failed by reason of a mutiny; and a Portuguese seaman swore that, driven by a westerly gale, his ship had passed from the South Sea between many islands to a gulf, and thence into the Atlantic near Newfoundland. Martin Frobisher had pondered on these matters, and judged this expedition "the only thing of the world that was yet left, whereby a notable mind might be made famous and fortunate." A Master Michael Locke, an ingenious and travelled man, who had a map of Verazcana, wherein the North-West Passage was clearly laid out, became answerable for a great part of the charge of the expedition; and, failing the merchants, the good will of the court was enlisted, and money was advanced to it by the third expedition he is heard of in India a sum of £2575. The ship, *Gabriel*, of 25 tons burthen, was built, together with a pinace of 10 tons, for some £150, and the *Gabriel*, of 20 tons, was bought for £130. These little ships were manned by 35 men, and of whom half bore from "Ratcliffe" and "Lymousine." Small cock-bouts, indeed, to face the Northern seas, but doubtless of tough oak and sound workmanship. In addition to salt provisions for twelve months, "tunes of bear," "aquare" and the like there were taken much instruments as a great one of brass "named Armilla," a state named Babstotta," and a "geographicus and castell knowledge." The "satellitum" might have been, by chance, the very one Nicolas of Lyra carried with him into the frozen regions when he discovered the sign of Perseus, northwards. Under Closius, indeed, the beard of the king was an object of peculiar veneration, and, indeed, every individual was more or less sonorous regarding his beard. It is related that, after the great battle of Tolbua, Cleopatra sent a delegation to the defeated Alaric requesting him to come and touch the victor's beard as a token of alliance. Far from accepting the invitation in the spirit in which it was offered, the enraged King of the Huns seized the Frankish emissaries by their beards, and pulled them out of the room by their reverred locks. The unfortunate envoys returned, rather crestfallen, to Cleopatra, narrated what had happened, and swore on their beards to avenge the affront. In subsequent reigns the beard was the object of numerous encroachments, and the fashion of wearing it was changed so frequently—sometimes it was worn long, sometimes close-clipped, now peaked, now plaited, or even decorated with pearls or gold trinkets. Even in the sacred atmosphere of Rome itself beards were the objects of considerable discussion. Different Popes laid down different rules on the subject. One Pontiff enacted that no beards were to be worn; another as stringently directed that the razor was never to be applied to the chin. Saint Clement of Alexandria, Cyprian, Jerome, and Chrysostom engaged in vehement controversies about the mode of wearing the hair about the face in the 14th century. In France the final triumph of beards dates from the Renaissance, when the example set by the great artists, who largely indulged in these appendages, was closely followed by the sovereign and other magnates of the land. Under Henry III, when Charles the mole, the moustache became very popular, and the nose was circumstantial in describing his Arcadia, that it seems to us, while we listen to him, that we have lived there all our lives.—The English Poet, by Matthew Arnold.

A FISH IN A BOY'S FARE.

A most terrible case of suffering is reported from No. 422, Walnut Street, Reading (Pa.), United States. The name of the victim is George Whitman, son of Howard Whitman, aged fourteen years. His sufferings were terrible in the extreme, and he died and was buried almost drowning. Young Whitman, in company with a number of boys about his own age, had been in the habit of bathing in the Schuylkill, and since vacation commenced has gone in the water several times a day. Three weeks ago he was swimming with several of his schoolmates, and during his exertions he experienced a shocking sensation in one of his ears. Directly after he had a little pain, but it was only momentary, and soon passed away. He probed for the object with a sharp piece of wood, but could find nothing. He dressed and went home, and no more attention was paid to the matter. Some time after he had a terrible headache, and from that time up to within a few days ago he experienced nothing but an unceasing agony. The boy is naturally small and delicate for his age, and the awful strain upon his nervous system was enough to greatly reduce him and render him almost crazy. Sometimes there was a slight alleviation, but it invariably increased, and always with increasing pain. No physician was employed, his parents thinking he was afflicted with nothing but catarrh. The agony increased, and the boy passed many a sleepless night. His eye lost its brilliancy, and his cheeks their rosy, healthy hue. Landauin was recommended as a remedy for catarrh, and enough of the liquid was pouped into his auditory passage to lay him into that sweet sleep that knows no waking. No relief was experienced by the frequent applications of Landauin, and rabbit's fat was not recommended. The animal was obtained, and a lot of fat rendered. This brought no relief, and greater and more horrible suffering. Matters went on in this way for over two weeks. It was now thought that the boy was afflicted with neuralgia, because he only experienced the pain in fits and starts. When it first commenced the one side of his head felt as if some small object was wriggling and twisting in his ear. During this time he often thought the top of his head was about bursting open. The properties of molasses to draw were well known, and a drop was poured into his ear. At 11 o'clock at night he had another attack, and the pain he then endured, his parents say, is simply indescribable. Sleep was impossible. Lying quietly down was not to be thought of. Up and down, the room and through various parts of the house he paced all night. At six o'clock next morning he felt something press hard against the lobes of his ears. His mother was called, and winding a handkerchief around the head of a small pin, pressed into his ear. She saw something protrude. She reached for it, got a firm hold, and pulled out a white looking object, over two inches long, which proved to be a fish, one of the species used by many of the disciples of Izaak Walton for bait. Immediate relief was experienced. The boy felt as if a weight of fifty pounds had been removed from his head, and immediately began to walk more freely, however, which put a notable scheme into Frobisher's head. Through

ing a shirt and other things that would swim into the water, he attracted them near; secured for a moment by a boothook one of the crew waded, they retired, but came on again when Frobisher sounded a large bell. One louder than the rest approached to take the bell, and was promptly lifted out of the water, boat and all, by the muscular captain, and put upon the deck of the *Gabriel*. At this the others departed, "concerned, with great halloving and hollering about." The doughty mariners, having donned their best apparel of sky-coloured cloth, fired a salute in honour of the Virgin Queen, who graciously waved her hand from a widow in reply, and sent them a message on board of her "good-like" of their doing. The West in those days was a realm of dreams richer in colour than the gold of sunset, and the Englishmen of spirit longed for high achievement there, not to mention ore and spices such as the Spaniard sold so dearly. Sebastian Cabot had essayed the North-West Passage, some eighty years before, and had only failed by reason of a mutiny; and a Portuguese seaman swore that, driven by a westerly gale, his ship had passed from the South Sea between many islands to a gulf, and thence into the Atlantic near Newfoundland. Martin Frobisher had pondered on these matters, and judged this expedition "the only thing of the world that was yet left, whereby a notable mind might be made famous and fortunate." A Master Michael Locke, an ingenious and travelled man, who had a map of Verazcana, wherein the North-West Passage was clearly laid out, became answerable for a great part of the charge of the expedition; and, failing the merchants, the good will of the court was enlisted, and money was advanced to it by the third expedition he is heard of in India a sum of £2575. The ship, *Gabriel*, of 20 tons, was bought for £130. These little ships were manned by 35 men, and of whom half bore from "Ratcliffe" and "Lymousine." Small cock-bouts, indeed, to face the Northern seas, but doubtless of tough oak and sound workmanship. In addition to salt provisions for twelve months, "tunes of bear," "aquare" and the like there were taken much instruments as a great one of brass "named Armilla," a state named Babstotta," and a "geographicus and castell knowledge." The "satellitum" might have been, by chance, the very one Nicolas of Lyra carried with him into the frozen regions when he discovered the sign of Perseus, northwards. Under Closius, indeed, the beard of the king was an object of peculiar veneration, and, indeed, every individual was more or less sonorous regarding his beard. It is related that, after the great battle of Tolbua, Cleopatra sent a delegation to the defeated Alaric requesting him to come and touch the victor's beard as a token of alliance. Far from accepting the invitation in the spirit in which it was offered, the enraged King of the Huns seized the Frankish emissaries by their beards, and pulled them out of the room by their reverred locks. The unfortunate envoys returned, rather crestfallen, to Cleopatra, narrated what had happened, and swore on their beards to avenge the affront. In subsequent reigns the beard was the object of numerous encroachments, and the fashion of wearing it was changed so frequently—sometimes it was worn long, sometimes close-clipped, now peaked, now plaited, or even decorated with pearls or gold trinkets. Even in the sacred atmosphere of Rome itself beards were the objects of considerable discussion. Different Popes laid down different rules on the subject. One Pontiff enacted that no beards were to be worn; another as stringently directed that the razor was never to be applied to the chin. Saint Clement of Alexandria, Cyprian, Jerome, and Chrysostom engaged in vehement controversies about the mode of wearing the hair about the face in the 14th century. In France the final triumph of beards dates from the Renaissance, when the example set by the great artists, who largely indulged in these appendages, was closely followed by the sovereign and other magnates of the land. Under Henry III, when Charles the mole, the moustache became very popular, and the nose was circumstantial in describing his Arcadia, that it seems to us, while we listen to him, that we have lived there all our lives.—The English Poet, by Matthew Arnold.

HONGKONG MARKETS.

| AS IMPORTED BY CHINESE ON THE 25TH SEPT., 1880. | | WOOLLEN GOODS. | |
|---|------------------|------------------------------|------------------|
| COTTON GOODS. | | BLANKETS, 3 lbs., per piece. | \$3.95 to 4.22 |
| Amédée Drills, 30 yards, per piece. | \$1.15 to 1.25 | Blankets, 10 lbs., per pair. | \$1.80 to 1.90 |
| Amédée Drills, 30 yards, per piece. | \$1.15 to 1.25 | Blankets, 10 lbs., per pair. | \$1.80 to 1.90 |
| Cotton Yarn, No. 16 to 20, per lb. | \$10.00 to 10.00 | Canvets, 3 lbs., per piece. | \$1.50 to 1.60 |
| Cotton Yarn, No. 22 to 32, per lb. | \$10.00 to 11.00 | Candets, B.B.D., per piece. | \$16.50 to 17.00 |
| Cotton Yarn, No. 32 to 42, per lb. | \$10.00 to 12.00 | Candets, C.C.B., per piece. | \$14.50 to 15.00 |
| Cotton Yarn, Bombay. | \$10.00 to 12.00 | Candets, D.L.B., per piece. | \$14.50 to 15.00 |
| Cotton Yarn, No. 42 to 52, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 52 to 62, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 62 to 72, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 72 to 82, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 82 to 92, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 92 to 102, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 102 to 112, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 112 to 122, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 122 to 132, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 132 to 142, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 142 to 152, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 152 to 162, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 162 to 172, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 172 to 182, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 182 to 192, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 192 to 202, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 202 to 212, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 212 to 222, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 222 to 232, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 232 to 242, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 242 to 252, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 252 to 262, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 262 to 272, per lb. | \$10.00 to 12.00 | Candy, Assorted, per piece. | \$1.25 to 1.30 |
| Cotton Yarn, No. 272 to 28 | | | |